Essex Bus News

No. 670; February 2020



Essex Bus Enthusiasts Group £4

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above
First Essex 37135 Volvo B9TL/Wright Gemini on North Hill Colchester on 12 September on service 62 to Brightlingsea. **Ken Coldwell.**



Below
We usually try not to picture the same bus twice in an issue but the driver of Arriva 1007 is regular contributor Matthew Evans who on 6 February, operated route 29, Belgrave Road 18.45 departure and return, using Southend Transport emergency cards to display the destination. Also see Arriva report **John G. Lidstone.**

Front Cover Picture

Believed to be the first time Lodge's have used double deckers on rail replacement (in order to comply with the 2020 PSVAR requirements), former Blackpool Trident/East Lancs PF06 EZO - photographed here under the bridges at Shenfield - worked much of Sunday 26 January with ex Yellow Buses T278 BPR being seen during that evening. **Chris Stewart.** EBN670ifc

February 2020

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Essex Bus News

is the "house magazine" of the…

Essex Bus Enthusiasts Group

Chair	Ian Ransom
Secretary	Alan Osborne
Treasurer & Membership	Richard Delahoy
Tours Organiser	Wayne Bell

Views expressed in EBN do not necessarily reflect the opinions of the Essex Bus Enthusiasts Group.

Welcome to new member

Anthony Goody Chelmsford - 1152.

A calendar year subscription is £22. New members may join from any month, but subscriptions will always run to December, from whichever month the member chooses.
Those joining from February to December inclusive will pay a pro-rata subscription calculated at £2.00 per month. For example, a member joining in March would pay 10 x £2.00, i.e. £20.00. Contact Richard Delahoy, address below.

Membership Secretary & Data Protection
A statement of our compliance with the GDPR is available on our website or by post. For any membership or data protection issues, please contact:
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Reports and observations
Members reports, quality photos, prints, slides or JPGs to about 5"x4" size and 300dpi resolution and original articles are always welcome.

The Editors exercise the normal discretion to publish contributions in full, in part or not at all **and cannot guarantee publication in any particular month.**

Every effort is made to ensure accuracy, but the Group cannot accept responsibility for any errors published.

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The Running Card (Dates For Your Diary) compiled by Owen Woodliffe.

MID-ESSEX MEETINGS by Maurice Austin.

Quaker Meeting House, corner of Parkway and Rainsford Road, Chelmsford, less than 10 minutes walk from the Bus and Rail stations; continue along Duke Street past Civic Centre and cross to far side of Parkway.

Small car park on site **but now only accessible via Parkway and Cedar Road West**, other public car parks nearby.

Tea and coffee making facilities. Members and guests welcome. £2.00 donation towards cost of room hire, please.

Thursday 27 February 2020	**Richard Delahoy**	A Regal Retrospective.
Thursday 26 March 2020	**Alan Osborne**	50 years of Essex buses.
Thursday 23 April 2020	**ANNUAL GENERAL MEETING – 1900 start [last years minutes, etc available from 1845].**	
Followed by. (23 April)	**Andrew Mead**	An illustrated talk on A Century for Lodge's of High Easter.

Further dates for 2020; 28 May, 25 June, 23 July (Paul Bateson), 24 September, 22 October, 26 November (Martin Weyell), 10 December (Richard Delahoy).

NORTH ESSEX MEETINGS by Dave Arnold.

Downstairs room at the Friends Meeting House, Church Street, Colchester, just south of "Jumbo" (the water tower) and behind the Mercury Theatre. Town centre bus stops and parking are nearby. Doors open at 1915 for informal chat, and often an impromptu slide show, with the main talk or show from **1945** to 2145. **£3.00** donation towards room hire, please.

Slides/digital photos are preferred, but prints can also be shown. Members and guests welcome.

Friday 14 February	**Steve Maskell**	Here, There and Everywhere.
Friday 13 March	**Alan Moore**	Malta since 1991.

No meetings in April and May.

Other dates for 2020: 12 June, 10 July, 14 August, 11 September, 9 October, 13 November, 11 December.

A Blast From The Past

Paul Harvey.



Eastern National 1725 Leyland National NEV 682M seen at Gatwick Engineering after accident repair ready for journey back to Hadleigh depot during 1987. **Paul Harvey.**

The Running Card (Dates For Your Diary), continued, by Owen Woodliffe.

EVENTS

Saturday/Sunday 21/22 February	Depot Discovery Tours. LT Museum Acton
Saturday 24 February	50 Years of London Country Bus Services. Epping-Ongar Railway
Saturday 29 February	Auction of London's Collectables. Croydon Park Hotel Altyre Rd Croydon
Saturday 14 March	Transport Collectors Fair Chiswick Town Hall High Rd London W4
Sunday 15 March.	Reopening of Ipswich Transport Museum
Friday/Saturday 20/21	March Depot Discovery Tours LT Museum Acton
Sunday 22 March 2020	Lodges Museum Public Open Day, The Garage at High Easter

[Please remember that the Heritage Fleet and Museum can only be viewed when open to the public on certain days of the year

Saturday 28 March	Abellio Garage Bash to Battersea, Beddington & Walworth
Sunday 29 March	Dorking Running Day
Saturday 4 April	South East Bus Festival. Kent showground, Detling.

Information is published in good faith and members are strongly advised to check details with the organisers, as the Group can accept no liability if events are cancelled or or altered.



On 23 January a freight train derailed between Leyton and Walthamstow and destroyed 4km of track and some 6000 sleepers. The London Overground line was suspended between Barking and South Tottenham with Ensignbus supplying a replacement service. A week later with no date of when the repair works will finish, BCI number147 (LX17 DZH) picks up at Walthamstow Bus Station, the nearest access point for Queens Road Station. **Owen Woodliffe.**

The Last First Bus West of Halstead

Nigel Turner

When First Essex announced their latest set of service revisions (aka "yet more cuts") to come in to force on 5 January 2020, many members will have focused on the final withdrawal from the Clacton area as being the most significant. However, the revisions have also seen the final withdrawal from a route which has just failed to reach its centenary with First and its predecessors despite having been an anomalous remnant for the last forty years.

Following the end of World War I, bus services began to expand rapidly all over the country. Essex was no exception and the National Omnibus & Transport Company introduced Service 5 (now 88) from Colchester to Halstead in March 1920. From 1922, a bus was out-stationed in Halstead and two routes to Castle Hedingham commenced. Both numbered 22, one operated via Gosfield and Sible Hedingham on TThuSSu, the other via Does Corner and Great Maplestead on Fridays.

Eastern National took over the Essex operations of National in 1930 and one of its first moves was to extend the Hedingham service through to Haverhill on 1 July. However, another, rather unexpected, operator had also inaugurated a Haverhill service by this time. He was H.C. Chambers of Bures who, by 5 October 1931, left his home village on Fridays at 8.30am, waited an hour in Sudbury then continued via the main road to Halstead (10.45) finally arriving in Haverhill at 11.50. After working a couple of round trips back to Ridgewell, the bus left Haverhill at 4.45pm, arriving back in Bures at 7pm. Remarkably, the timetable appears to have remained completely unchanged until the service was withdrawn in 1965.

Another service in operation by this time was the Sunday only service from Haverhill to Halstead which was started by G.F. Burgoin in 1929. His business passed to Premier Travel in July 1949 and they added a short-lived round trip on Tuesdays to Halstead with effect from 15 August 1950.

In 1934 ENOC acquired the business of R.H.K. Johnson which included peak hour services to the Hedinghams and these journeys were incorporated into Service 22.

Eastern National extended a few journeys from Great Yeldham to Little Yeldham in October 1938.

Up to the end of WWII, peak hour journeys got no further than Castle Hedingham, but by 1947 these were extended to Great Yeldham. There was an inwards journey at 7.40am, returning from Halstead at 5.35pm.

Having renumbered the service to 320 in 1955, a couple of Saturday journeys were extended to Toppesfield from 7 June 1958. Thus, by the late 1950s, Eastern National operated a fairly frequent but irregular daily service from Halstead as far as Great Yeldham, but extended to Haverhill on Saturdays only, while Chambers provided a through service on Fridays and Premier Travel on Sundays. Needless to say, none of the operators admitted to the existence of their competitors!

The last Saturday in December 1961 saw the withdrawal of passenger services on the railway from Chappel & Wakes Colne through Halstead to Haverhill. This led to a number of bus operators applying to improve their services. The most innovative but unsuccessful application was from D.R. MacGregor (Hedingham & District) for a Haverhill – Braintree service, he had to wait another quarter of a century and deregulation before being able to put his idea into practice. Operators who were more successful were-

1) Jennings of Ashen gained NSSu shopping journeys from Ashen via Great Yeldham to Haverhill, later amended to NWSu.

2). Premier Travel expanded their Sunday only Haverhill - Halstead service 53 to include journeys on Monday – Fridays (but not Saturdays). Unfortunately, the timings they acquired were such that they must have been very expensive to operate.

3) From 1 January 1962, Eastern National introduced Service 89 for journeys over the whole route while retaining 320 for short workings. Most 89 journeys were shown as operating through from Colchester over the 88 route but it is understood that in practice, passengers had to change at Halstead. There were three 89 journeys to Haverhill but four returning, the discrepancy being explained by a bus running dead from Gt. Yeldham (to avoid clashing with a PT service 53 run) to Haverhill.

By 1964, Eastern National's 89 timetable admitted to the existence of the Premier Travel service, but tickets were not yet inter-available. However common sense prevailed from 11 April 1965 when both companies timings were revised to give more efficient working and return tickets were recognised.



Picture EN1410, 2735 VX, Bristol MW5G ECW DP41F taken in the 1960s* opposite the Bell at Castle Hedingham. This was the original terminus in 1922 and remains a bus stop today. **Bob Beaumont collection.**
Eds note *. this vehicle was renumbered from 524 in August 1964.

By August 1968, passengers were required to change at Gt. Yeldham on peak hour journeys and Sunday services had gone by 1969.

However, journeys operated by Jennings were now shown in the ENOC timetable!

Further cutbacks meant that from 17 May November 1970, Premier Travel's involvement was reduced to just morning and evening round trips to Ridgewell thus leaving Eastern National operating to the Yeldhams on Mondays to Fridays and through to Haverhill on Saturdays much as they had prior to the closure of the railway.

By 1971 the afternoon peak journey to Great Yeldham was unchanged but the morning one had advanced to 07.33. That year, Eastern National issued a leaflet entitled "Revisions in Services commencing Sunday 20th June". Hidden away on page 5 under the Service 89/A heading was the statement that on Mondays to Fridays "All journeys will be operated by Hedingham & District Omnibuses except 07.02, 17.35 and 21.20 to Great Yeldham and 07.33, 18.07 and 21.51 Great Yeldham to Halstead". On Saturdays, the service remained with ENOC except for a round trip to Haverhill. The ENEG News-sheet for July recorded the change without comment.

From 25 May 25 1972, the remainder of the Saturday service passed to Hedingham but Haverhill journeys were all truncated at Great Yeldham. Eastern National's late evening journey passed briefly to Hedingham before withdrawal in August. Thus, ENOC was left with just the two round trips, leaving Halstead at 07.00 and 17.35, with return journeys departing from Great Yeldham at 07.32 and 18.07.

Premier's service 53 to Ridgewell was withdrawn from 4 September 1972 although Theobald of Long Melford provided an alternative for a while by double running on their Haverhill service.

Around 1980 an ECC supported service 19 via Steeple Bumpstead to Haverhill for workers was introduced by Hedingham.

Saturday 3 March 1984 saw the closure of Halstead depot and also the Old Station Yard terminus but despite this, Eastern National's journeys on the 89 continued.


First Essex
www.firstgroup.com/essex
Route: 88A
Vehicle: 66828 - 66828
Driver: 106088
Machine No: 6780c1e
Trip ID: 1640/23
Ticket: 174501

Conc Esx elig
£0.00

Issued at: Halstead High Street
Boarding stage: Halstd High St

Card: ##########34012
Fri, 03 Jan 2020 17:27

Customer Services 0345 646 0707

First Essex
www.firstgroup.com/essex
Route: 88A
Vehicle: 66828 - 66828
Driver: 106088
Machine No: 6780c1e
Trip ID: 1801/24
Ticket: 174504

Conc Esx elig
£0.00

Issued at:
Great Yeldham The Green
Boarding stage: Gt Yeldham Oak

Card: ##########34012
Fri, 03 Jan 2020 17:57

Customer Services 0345 646 0707

the final tickets obtained by Nigel Turner.

After Hedingham had taken over most of Service 89, there were few significant changes until 2 June 1986 when Eastern National and Hedingham undertook a major reorganisation of routes in the area. For decades, Eastern National had provided a half hourly service between Braintree and Halstead. The standard route was via Bocking Church Street and Gosfield but random journeys operated via Convent Hill and/ or Penny Pot instead. In future all journeys operated via the standard route while Hedingham extended their 89 journeys onwards from Halstead to Braintree via Penny Pot and Convent Hill thus allowing their service 4 to be withdrawn. A few Hedingham journeys now worked through to Haverhill, some being positioning workings for routes taken over from Premier Travel. Despite the changes, Eastern National's peak hour journeys on 89 survived.

Deregulation followed in October 1986 and Eastern National's 89 journeys were incorporated in to the 88 licence but continued at similar times for another three decades.

In 2017 the morning journey, by now at 07.00, was advanced to 06.40. However, it was withdrawn on 27 August 2017, leaving just the evening journey. Thus, it was probably not that surprising when it was announced that as part of their latest cutbacks, First Essex were to truncate the 88 at Halstead.

Having discovered that the last day of operation to Great Yeldham would be Friday 3 January 2020, I determined that I would be a passenger on the last bus. The 16.40 ex Colchester arrived at Halstead High Street shortly before its booked time of 17.34 in the form of 66828 MX05 CFE a Wright bodied Volvo B7RLE new to First Manchester. Some passengers alighted and four of us boarded. Apparently, it carried more passengers during college term time. Unlike Hedingham's service 89, First's 88 left Halstead southwards towards Gosfield no doubt to avoid changing direction in the town. My fellow passengers were a young couple going to Sible Hedingham and a resident of Gosfield who, on learning that I was going all the way to Great Yeldham and back, decided to accompany me. He clearly had some interest in public transport as he recalled that he had sampled Stephensons' service 38 on the first day when it replaced First Essex between Halstead and Braintree. The journey to Great Yeldham and back was pretty uneventful and by 1830 another piece of bus operation passed into history.

Publication - Special offer to members

Eastern National and Thamesway in London Tendered Services

£10 inc. post
available from Publications Officer 196 Sinclair Road London E4 8PT
(cheques payable to EBEG)

More Recollections of a Former Chelmsford Bus Man

Alan Tebbit BEM
Picture research by Chris Stewart.

When I joined Eastern National, it was a "closed shop ", i.e. if you weren't a member of the Transport & General Workers Union, you could not be employed. Although I have always agreed with the principle of unions, there were occasions when they abused their power. I started off with the militancy of youth; in later years, I mellowed considerably, and opposed a lot of their less logical ideas. One thing that did impress me was the respecting of depot boundaries, that is that no buses would cross into the territory of a depot in dispute. I first became aware of a strike when I was still in primary school. I was playing in Melbourne Park, Chelmsford, after school. A Bristol KSW turned up at the terminus of service 41, the conductor wound up PRIVATE on the blind, and the bus sped off, failing to stop for intending passengers. A few minutes later another KSW emerged from Pines Road (44A), again marked PRIVATE, and not stopping.

I returned home to find my very angry father, denied work due to the lightning strike. The militant Chelmsford depot had been drawn into the 1958 London Transport strike, through the actions of one crew. The Chelmsford to Bow service was no threat to LT, as it was not allowed to pick up London-bound passengers after Brentwood and could not set down until that point on the return. However, LT pickets at Romford had observed a service 30 bus either picking up or setting down "local " passengers. I recall seeing a photo, in our local paper, of irate Chelmsford crews attempting to pull the driver, Charlie Willsher from his cab.



Picture Not showing the scenario described by Alan but a good indication of the period; two lowbridge KSWs negotiate Duke Street bridge in Chelmsford. The leading one (2317, withdrawn July 1968) is on the long lived Moulsham Lodge-Melbourne Farm Estate 44A while the one behind is on much later service 55 to Springfield. **Robert Mack/EBEG.**

Another lightning strike occurred when I was attending Chelmsford grammar school. Buses came to a halt during the morning peak, and a Braintree crew had just reached the stop in Broomfield Road. They were due to leave their bus in Chelmsford depot, and return home as passengers. The bus they were to travel on was already parked opposite so they abandoned their vehicle and went off. The bus became the object of souvenir hunters, mostly my school chums, so I told dad at lunchtime and, after a phone call, the maintenance staff arrived to effect a rescue.

Whist I was working at head office, I was courting a young lady from Althorne. We had a date in Maldon one evening, but Chelmsford were on strike. I got a lift with a work colleague, but on returning on the 22.15 ex-Maldon service 31, I was dumped at Molrams Lane, and the crew awaited their return. I was faced with a four mile walk giving time to reflect on my association with the Althorne lass, and so turned my attention to a Chelmsford conductress, who lived within a reasonable distance.



Picture A virtually new 1458 (561 CTW), a 1955 LD6B, awaits departure from Chelmsford on the 10 (later 30) to London Bow, with the former Hillman's route still advertised prominently as a 'coach service'. **EBEG.**

I recall Southend having a strike whilst I was a conductor. The Southend boundary was the edge of the co-ordination area. Fred Smith and I had a late afternoon service 11 to Southend on a Saturday. We arrived at Battlesbridge just as it got dark. We parked in the lane next to the Barge pub, in our open platform Bristol LD5G, and spent over an hour freezing our bits off, until it was our scheduled return time. I hope the Southend boys were successful in their dispute.

When I was that young, militant driver, Brentwood were involved in a dispute. The boundary was recognised as the Rose pub, at Shenfield. Mohamed Hanif and I were on a 351 to Romford. The Regulator at Chelmsford told me to turn at the Rose and work the next scheduled journey back. I quickly realised that I would be on a BD working, and that there would be enough time for me to work another BD job back to the Rose and pick up my own duty. No way was I going to scab, so I planned to take a break at Shenfield, until my return journey was due. I decided to park up at Shenfield station, as BD were out there would be spare bus stop capacity there. Executing a U-turn with my FLF, there was a loud bang, and some blue and white glass came tumbling down by my nearside wing. I had hit the canopy, and for months, commuters used S----ield station. I swept up the debris, and the went to the Station Masters office to report my misdemeanour. I burst into the room, and announced that "I've hit your ******* sign outside the station ". Unfortunately one of the clerks was making a tannoy announcement, and my emergence onto the platform was greeted with a loud cheer from the waiting passengers. I don't know how I got away with that one, as the company's insurers had to pay for the repair.

I arrived in Great Yarmouth one Saturday, on National Express 082, to find the Eastern Counties' staff on strike, in a dispute over canteen facilities. All National Express coaches were barred from picking up. A bus had arrived from head office in Norwich, with enough cash for refunds to all of the stranded passengers. A Whittles' coach, returning empty to the West Midlands pulled up, and the driver announced, "Leicester, Coventry and Birmingham, 5 quid a head". He left with a full load, and £250 in his bin. I hope he shared his ill-gotten gains with his boss. The Station Inspector advised my punters to catch a Corporation bus to Gorlestone Library, which is where I started from. I left Wellington Road to the waves and smiles of the pickets, they did not realise that I was picking up just down the road, but I had respected their boundary.



Picture above Deep in LT territory, Chelmsford's FLF6LX 2888 waits at the Tomlin's Grove, Bow terminus on the Sundays-only extension of the 30 to Broomfield Hospital. Semi-automatic FLFs only appeared on the 30 for about 3 months before it was completely re-routed to Wood Green and renumbered 351. **Alan Osborne/EBEG.**

Picture below Romford Market Place (well inside the London Transport area) long before pedestrianisation – 1960 FLF6G 1572 (81 TVX) on the 251 from Southend to Wood Green passes much older LD5G 1456 (884 CEV) which has come from Chelmsford on the 30. **John Fryer.**



Service Revisions

by Paul Harvey.

(acknowledgements to LOTS, Essex, Hertfordshire & Suffolk County Councils, Omnibus Society (Eastern Branch), & Richard Delahoy).

Highlights/lowlights of the period

Operator swaps on 66A and 386
Braintree Bus Park to close – see articles elsewhere in this EBN
Ensign X1 gets a new stop!
Several new community bus services.

6 January 2020

16 Chelmsford to Wethersfield (M-S) **Stephensons of Essex**
Revised route and timetable due to the closure of Stebbing High Street for Culvert repairs. Bran End & Stebbing not served.
16S Stebbing White Hart to Great Bardfield & Stebbing St Mary's Church to Blake End (M-S) **Arrow Taxis**
Special Shuttle Services to connect with Stephensons of Essex service 16.

13 January 2020

40 Witham Collingwood Road to Witham Ebenezer Close (M-S) **Community Link Ugobus (ECC)**
Revision to route & timetable to operate Monday, Wednesday & Saturday only between Ebenezer Close & Town Centre only.

26 January 2020

7/8 Rayleigh to Shoeburyness/Landwick (D) **Arriva Kent Thameside**
Adjustment to running times on journeys northbound (to Rayleigh) due to ongoing closure of Rochford Road by The Bell Prittlewell until late March 2020. Buses diverting via A127, Cuckoo Corner, Manners Way & Oakengrange Avenue to Rochford Road. No change to southbound journeys.



Picture The first bus at Arriva Southend to carry the latest, lighter blue, livery is this Optare Versa, 4182, acquired from Stagecoach via Ensign Bus. Richard Delahoy's photo was taken on 11 July last year outside the maintenance building at Southend depot and the bus appeared nearly ready for service then, but it only entered service at the beginning of February this year. **Richard Delahoy.** EBN670p10

1 February 2020

X1 London Victoria to Southend Airport (D) **Ensignbus**

Additional stop introduced at Tower Hill.

3 February 2020

7 Grays King Edward Drive to Stanford St Cleres Academy (Sch) **Keane Travel**

New school service.

7 February 2020

PHS Halstead Priory Hall to Braintree Chapel Hill (Fri) **Braintree Community Transport**

New service one journey each direction operating on first Friday of each month.

24 February 2020

503/593 Althorne to Southchurch via South Woodham (Sch) **Stephensons of Essex**

Revised timetable to improve reliability.

2 March 2020

23 Leigh Station to Belfairs Belgrave Road (Tue) **Stephensons of Essex**

This one day a week service withdrawn.

23 March 2020

9/9A Great Notley to great Bardfield/Blake End (M-F) **Stephensons of Essex**

Revision to route within Braintree due to the closure of the Bus Park. Will serve Manor Street.

21 Bocking to Black Notley (M-S) **Stephensons of Essex**

Revision to route within Braintree due to the closure of the Bus Park. Will serve Victoria Street.

30 Beckers Green to Marks Farm Braintree (M-S) **Stephenson of Essex**

Revision to route within Braintree due to the closure of the Bus Park. Will serve Victoria Street.

38/38A Halstead to Witham Allectus Way (M-S) **Stephensons of Essex**

Revision to route within Braintree due to the closure of the Bus Park. Will serve Victoria Street.

223 Braintree to Sible Hedingham (Sch) **Flagfinders**

Revision to stopping places within Braintree due to the closure of the Bus Park. Will serve Victoria Street.



Picture Stephensons 648, BV55 UCT, Scania N94, East Lancs OmniDekka, H78F. laying over in the corner of Braintree Bus park on 1 February 2018. **David Moth.**

Service Revisions, continued

by Paul Harvey.

29 March 2020

66A Waltham Cross to Loughton (Sun) **Swallow Coach Company**
This Sunday contract service withdrawn.

66A Waltham Cross to Loughton (Sun) **Galleon Travel (Trustybus/Central Connect)**
New Sunday contract service replacing Swallow Coach Company with new route via Waltham Abbey & Debden.

386 Stevenage to Bishop Stortford (M-S) **Galleon Travel (Trustybus/Central Connect)**
New contract service replacing Richmonds Coaches.

386 Stevenage to Bishop Stortford (M-S) **Richmonds Coaches**
Contract service withdrawn.

30 March 2020

10 Hertford to Harlow Church Langley (M-S) **Arriva Kent Thameside**
Minor timetable revisions.

010 London Victoria to Cambridge (D) **National Express**
Revised timetable additionally serves Stansted Airport on selective journeys.

481 Felixstowe to London Victoria (D) **National Express**
Revised timetable with section of route between Ipswich & Felixstowe withdrawn. Stops at Witham & Brentwood no longer served.

484 Clacton to London Victoria (D) **National Express**
Service withdrawn.



Picture
National Express - SH189, BK14 LGE, at Elizabeth Street, Victoria SW1 5 June 2019 on Route A7 Victoria - Stansted Airport, 2014 Scania K440/Caetano Levante C57FLt. **Robert Downton.**

Essex County Council

prepared by Paul Harvey.

Ongoing Consultations

none.

Recent closed consultations

Chelmsford Park & Ride Consultation

Closed 22 March 2019

Essex County Council is reviewing the ticketing options and fares offered and days of opening for the Chelmsford Park and Ride Services.
OUTCOME The consultation is being assessed.

Park & Ride Concessionary Bus Pass Consultation

Closed 31 July 2019

Consultation on changes to the use of Concessionary Bus Passes on Essex County Council run Park and Ride services only from April 2020.
OUTCOME The consultation is being assessed.

Consultation on route change on Bus 4/4A Jaywick Circular operated by Hedingham Omnibuses

09 September 2019 - 18 October 2019

The evening journeys which are funded by ECC currently operate via Gorse Lane in Clacton and Broadway in Jaywick. It is proposed to operate these journeys as the same commercial daytime journeys, via Stephenson Road West in Clacton and Via Meadow Way (for journeys towards Tower Camp) in Jaywick. https://consultations.essex.gov.uk/rci/consultation-bus-service-4-4a.
The consultation is being assessed.

Consultation on ECC supported journeys only Witham Town Service 39, Monday - Saturday operated by Stephenson's

23 September 2019 - 04 November 2019

Although service 39 is operated by Stephenson's on a commercial basis, ECC provides financial support for some journeys. These journeys are failing our cost per passenger journey support, therefore ECC is considering withdrawing these journeys with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-39
The consultation has been assessed and the decision made to withdraw the journeys under onsultation, the last day of operation nis 25 July 2020.

Consultation on service 313/313A Great Dunmow - Saffron Walden operated by Stephenson's

23 September 2019 - 04 November 2019

Service 313/313A operates Monday to Saturdays with financial support from ECC. The contract is due to expire on 25 July 2020. The service is failing our cost per passenger journey support, therefore ECC is considering withdrawing this service with effect from 25 July 2020. https://consultations.essex.gov.uk/iptu/service-313-313a
The consultation is being assessed.

Consultation on Service 63 – West Mersea to Colchester operated by Hedingham Omnibuses Ltd

04 November 2019 – 13 December 2019

Service 63 operates Monday to Saturday with financial support from Essex County Council (ECC). Due to low passenger usage between West Mersea and Berechurch, it is proposed that some journeys start and finish at Berechurch, William Harris Way.
https://consultations.essex.gov.uk/iptu/service-63
The consultation is being assessed.

Witham Diversions

Roger A. Smith.

Due to traffic light replacement works taking place from 13 January until about 16 February (depending upon the completion of unforeseen remedial works), buses in Witham that normally travel via Collingwood Roadf instead used The Avenue. Routes affected were 38, 38A, 39, 90 (Stephensons)and 01 (Hedingham).

First

by Adam Kelleher.

New Vehicles

36837	YN69 XXU	YS2N4X20001916037	K436/1	CH38/25F	01/20	delivered 14/01
36838	YN69 XXV	YS2N4X20001916038	K436/2	CH38/25F	01/20	delivered 10/01
36839	YN69 XXW	YS2N4X20001916039	K436/3	CH38/25F	01/20	delivered 24/01
36840	YN69 XYA	YS2N4X20001916040	K436/4	CH38/25F	01/20	delivered 24/01
36841	YN69 XYB	YS2N4X20001916041	K436/5	CH38/25F	01/20	delivered 09/01
36842	YN69 XYC	YS2N4X20001916042	K436/6	CH38/25F	01/20	delivered 14/01
36843	YN69 XYD	YS2N4X20001916043	K436/7	CH38/25F	01/20	delivered 21/01

Scania N250UD / Alexander Dennis Enviro 400 MMC 11.5m. One wheelchair space and up to 16 standing. For route X30. They are in a livery of sky-blue front and royal blue rear & front panel under the windscreen. The colours are split diagonally, in a similar style to the 1994 Thamesway livery, as currently carried by 69520, except that there is one colour at the front and one at the rear rather than the first colour at front and rear and the second colour in the middle. They have bright chrome wheels, advert frames, and the recently introduced technology of cameras instead of rear-view mirrors. They do not have a lower deck rear window. They were delivered without any branding / sign writing. The fleet numbers follow on from 17 & 67-registered examples 36801-36836 delivered to First West of England. They are the first new double deckers ever for First Essex. (For predecessor companies, the last (and only) new double deckers for Thamesway were 1001-4 (H101-4 KVX) which were purchased for London Regional Transport contract service 307 in September 1990. The last new double deckers for service in Essex were Eastern National 4510-2 (D510-2 PPU) which were new in July 1986.)
A number have been seen on driver familiarisation in Chelmsford, 36838 being the first on 28 January.



Brand new First Essex 36837 as delivered (unadorned) in Westway depot on 19 January 2020. **John Salmon.** EBN670p14

Acquired Vehicles

32669	SN55 HDZ	YV3S2G6235A107602	J908	H45/29F	09/05	First Edinburgh
32673	SN55 HFA	YV3S2G6275A107604	J912	H45/29F	09/05	First Edinburgh
37034	YJ06 XKZ	YV3S2G6246A112700	K791	H45/29F	05/06	First West Yorkshire
37035	YJ06 XLA	YV3S2G6256A112740	K792	H45/29F	05/06	First West Yorkshire
37053	YJ06 XMD	YV3S2G6236A112557	K763	H45/29F	06/06	First West Yorkshire
37054	YJ06 XME	YV3S2G6296A113146	K764	H45/29F	06/06	First West Yorkshire
37062	YJ06 XMP	YV3S2G6256A112558	K772	H45/29F	06/06	First West Yorkshire

Volvo B7TL / Wrightbus Eclipse Gemini.
32669 & 32673 were delivered to Colchester on 3 February, from First West of England at Bath.
37034 & 37035 were delivered to Colchester on 24 January, from First West Yorkshire at Bradford.
37062 was delivered to Colchester on 16 January, with 37053 & 37054 following the next day, from First West Yorkshire at Halifax. 37061 (YJ06 XMO) was also delivered to Colchester on 17th, but this vehicle was always intended for First Eastern Counties and Colchester was just a stopping off point. By 23rd it was at Great Yarmouth. 37062 had also originally been intended for FEC, but it was kept by Essex in exchange for 32475, as FEC required a low height vehicle.
32669 & 32673 are still in First Edinburgh Midland Bluebird livery (although with Mendip Xplorer branding) of royal blue with a darker blue roof and skirt (from top of wheels), the others are in Urban livery.
Dates of entry into service from observations: 37062 17 January, 37053 21st (on 75), 37034 30th (on 62), 37035 also 30th (on 17 then 65). As at 7 February, 32669, 32673 & 37054 had yet to enter service.
These vehicles fill in some gaps and expand on batches previously acquired by First Essex which already had 32672 & 32676 and 37027, 37036, 37037 & 37042.

Allocation Changes

BN-Basildon; CF-Chelmsford; CR-Colchester; HH-Hadleigh; DS-Driving School; FG-First Group cascade (to / from another First company); oos-out of service.

Period 10 2019/20 (29 December - 25 January)

32475 CR-FG, 32485 CF-CR, 33194 BN (oos)-Disposal, 33229 BN (oos)-Disposal, 33546 BN (oos)-BN, 36837 New-CF (oos), 36838 New-CF (oos), 36839 New-CF (oos), 36840 New-CF (oos), 36841 New-CF (oos), 36842 New-CF (oos), 36843 New-CF (oos), 37034 FG-CR (oos), 37035 FG-CR (oos), 37053 FG-CR, 37054 FG-CR (oos), 37062 FG-CR, 37140 CR-CR (oos), 41514 BN (oos)-Disposal, 41522 HH-BN, 41538 BN (oos)-Disposal, 44596 HH-CF, 44597 HH-CF, 44598 HH-BN, 44599 HH-BN, 62139 CF (oos)-Disposal, 62408 CR-CR (oos), 63328 CR-HH, 63329 CR-HH, 63343 CR (oos)-CR, 65684 CR (oos)-Disposal, 65688 CR-Disposal, 65689 CR-Disposal, 65690 CR-Disposal, 65691 CR-CR (oos), 66179 CF (oos)-Disposal, 66813 CF-BN, 66848 BN-CF(DS), 68510 CF (oos)-Disposal, 68520 CF (oos)-Disposal, 68531 CF (oos)-Disposal, 69911 BN (oos)-BN
With the service changes of 4 January Quayside took on extra journeys on route 70 from Westway, hence the move of 32485 on 5th. 37140 was seen at Colchester Fuel Injection on 15 January, then moved to Volvo, Ipswich for a new engine. See notes below for info on 62408. 63328 entered service at Hadleigh on routes 22 & 28 on 14 January, 63329 was a week later on 21st on routes 27 & 20, the latter freed up 41522 to move to Basildon, on routes 16 & 10 on 22nd. 65688, 65689 & 65690 all came off service after the end of commercial routes to Clacton & Walton on 4 January, 65691 had come off service after use on 31 December with a fault (hence why it did not join the others in going to Ensignbus, see Disposals below). Prior to sale, 65689 was used on staff shuttles on at least 15th & 16th. 66848's last day in service at Basildon was 7 January, on 15th it was seen at Westway, now a driver trainer with its cab door removed (further to EBN 665, since September 2019 this has had its "Greater Manchester" name above the doors replaced with "Essex"). The disposal of 68510, 68520 & 68531 marks the end of yellow school buses in the First Essex fleet (these hadn't been used since July last year).

Pre-Sema Fleet Numbering

HH42487 (778) and CR65679 (669) are now the last vehicles in service that carried pre-Sema fleet numbers (669 was illustrated in last month's EBN). CR62407 (677) and CR62410 (681) had been allocated local fleet numbers but were delivered after the Sema numbers had been introduced (having been on loan to First Hampshire & Dorset).

First Essex Fleet & Allocation Summary January 2020 - correction

On Page 27 of EBN669 it stated that, of the four Driver Trainer Volvo B10BLE / Wright Renowns, 62139/91, 62242 and 66179, 62191 & 62242 are now out of use. This was the wrong pair, it was 62139 and 66179 that were out of use (and have indeed now been sold, see above). The Allocation list on Page 28 of EBN669 is correct.

Area News and Workings – Colchester (All vehicles listed below allocated to CR except where stated)

Double deckers seen on routes 103/104 during January: 32477 (on 06.50 Harwich-Colchester 104 on 14th, first sighting of a double-decker in the morning peak for a long time), 33080 (15th), 33086 (Saturday 18th).
Some sightings of 65679, the only Scania L94UB / Wrightbus Solar in Barbie livery remaining in service, during January: 65 (7th, 29th & 30th), 71 (9th & 29th), 103/104 (13th & 27th), 75 (14th), 64 (21st & 23rd), 67 & 61 (24th).

5 Jan A snapshot of some vehicle seen operating in Colchester on the first Sunday of the new decade: 32068 on 62A, 32477 on 75, 37010 on 88A, 37036 on 61, Route 62 liveried 37139 on 61, 63333 on 64A, 63334 on 65, 63335 on 1A, 63337 on 66, 63339 on 102, 63340 on 64A, 66816 on 65, 67638 on 64, 67737 on 65, 67756 on 1A, CF69430 on 71C
7 32485, just transferred from Chelmsford to Colchester, on 62B
8 33044 on 174, 63340 on 75
9 33087 on 66
10 Route 62 liveried 37136 on 64A
13 33088 & 33178 on 17 then 65 afternoon peak, 62407, 65679, 67638, 67738, 66800 & 66801 on the morning peak 103/4s
14 62408 on 67/C
18 37036 on 74B
19 Sunday. 37020 on 62B & 62C, 37027 & 67736 also on 62C, 67750 on 76
20 33087 & 63334 on 62
24 33087 again on 62, 32475 on 62B, 62410 on 71
28 33044 & 33196 on 17 then 65 afternoon peak, Route 62 liveried 37133 on 70 & 2A
29 67739 on 71



Picture First Essex 66803, MX05 CCN, Wright bodied Volvo on route 98 awaiting to leave Walton-On-Naze terminus on last afternoon of operation 3 January 2020. **Terry Wiffen.**

Disposals

To Alpha Recovery for scrap, January 2020: 33194 (14th), 33229 (6th), 41514 (7th), 41538 (6th), 62139 (4th), 65684 (8th), 66179 (4th).
To Ensignbus, January 2020: 65688, 65689 & 65690 (all 20th); 68510, 68520 & 68531 (all 14th and by the end of the month on to Southern Transit, Brighton).
To First Eastern Counties, January 2020: 32475 (c25th).

Area News and Workings

Chelmsford

(All vehicles listed below allocated to CF)

32483 has received a super rear advert for CT1, first seen 20 November 2019 (similar to, but not exactly the same as the one carried by 32475).

66797 was on loan to Colchester on 16 & 17 January (on 64 on 16th and 62B on 17th). It was back at Chelmsford on 18th but in service still with Colchester programmed blinds, seen on 42A with "First Colchester" on blind and route number on paper in windscreen.

9 Jan	Route 37 branded 44540 on 36 (and again on 29th & 31st)
31	X30 liveried 67168 on 36, 36A & 36X
3 Feb	Stand changes at Stansted Airport, X10 & X30 moved from stand 19 to 17 and 42A moved from 16 to 14
6	Route 37 branded 44540 on 45 in Chelmsford with similar 44539 seen directly behind it on 57, X30 liveried 67168 on 71D to Witham but displaying 71B (since 5 January, the 71Bs that are extended from Chelmer Village to Witham have been renumbered to 71D)

Repaint

69532, seen at Westway on 15 January, re-entered service after repaint on 20th on 31B/X. Urban livery, small "First Essex" with f symbol above the driver's cab & doors, main "Essex" fleet names on lower panels and depot stickers both sides. Prior to repaint it had been in Urban livery but without main fleet names.

Sources own observations, and with thanks to M Allen, R Appleton, S Austin, S Barham, D Bell, W Bell, J Benee, T Clark, J Collins, L Cornwell, P Curtis, I Dann, D Edwards, J Elliott, J Marquis, W Morrison, J Podgorski, J Salmon, C Sigston, D Smith, C Stewart, R West, Bus Lists on the Web, Flickr, Facebook, Essex Buses Google group and Terminus.



First Essex AD Dart SLF 42968 WX06 ONC in Brentwood High Street on route 351 15 January 2020

Alan Moore.

Area News and Workings **Basildon & Hadleigh** (All vehicles listed below allocated to BN except where stated)

With the transfer of 41522 from Hadleigh to Basildon, see Allocations above, all three remaining Caetano Darts in service (41522, 41524 & 41541) are now at Basildon. They continued in service into February. 41522 was on route 251 on 2 February and 9 on 7th.
67164 has had the built-up luggage racks over the offside front wheel arch removed (it still retains those behind the wheel arch), reportedly they came loose after a collision with a deer.

13 Jan	44598 on 25, 44599 on 8, both on first day in service at Basildon after transfer from Hadleigh, X10 liveried 67160 on 100		
16	100 liveried 69910 on X10		
19	100 liveried 69919 on X10		
20	47652 on X10		
21	33555 on 9, 33562 on 9A, 44910 on 94 (usually an Enviro 400)		
25	41541 on 94		
26	100 liveried 69901 on 25		
29	33552 & 33553 on 9, 44908 on 94, X10 liveried 67162 on 100		
31	44909 on 100		
1 Feb	47651 on 100	3	33553 again on 9

Vandalism

Unfortunately, First Essex suffered from acts of vandalism during January. Evening (after dark) services on route 75 were diverted away from Tiptree village between 17-19 January inclusive after five buses had been attacked over the previous fortnight. Most had windows broken. The most serious attack was on 66810 which had virtually all its nearside windows taken out. 62408 was not as badly damaged, but as it was due for withdrawal soon anyway, it was not repaired and has been taken out of service permanently. Then on the evening of 29th, buses were attacked in Basildon depot yard. First Essex issued the following message the next day: "We regret to inform customers that a number of First Essex vehicles were vandalised in the Basildon area last night (29/01/20). This has had a severe impact on service delivery today". 69518 was borrowed from Hadleigh to help cover, it was on route 100 on 30th. It returned to Hadleigh on afternoon of 4 February when it was on routes 28 & 22, having worked on Basildon route 8 that morning.



First Essex AD Enviro200 44914 YX09 AGZ in Brentwood High Street heads towards Warley on route 351 15 January 2020
Alan Moore.

First Essex 65679 for EBN670

Robert Appleton.



First Essex Buses 65670 (SN51 UYC) Scania L94UB with Wright Solar bodywork In Pier Avenue, Clacton, on 23 November 2015, working service 8 to Walton The Naze. 65670 was allocated to Clacton depot at this time. **Robert Appleton.**



First Essex Buses 67741 (SN62 AKJ) Alexander Dennis E30D Enviro 300 in Pier Avenue, Clacton, on 4 January 2020, the last day of First Essex Buses commercial services 97/98 Colchester - Clacton - Walton-on-the-Naze. **Robert Appleton.** EBN670p19

Arriva Southend / Harlow / Colchester.

Peter Mansbridge with thanks to John Card and Richard Delahoy.

Entering service at **Southend** at the beginning of February is 4182 (YJ10 EYC) Optare Versa B38F. It was new to Norfolk Green, becoming part of the Stagecoach fleet when that company was taken over. It was acquired by Arriva in 2019 via Ensign's dealership and was noted at Southend under preparation as long ago as June 2019. It is the first bus at Southend in the latest Arriva light blue livery. It's unclear why it has not been used since last summer. It will replace one of the DAF SB120 Cadets. See picture p10 this issue

Roadworks have caused disruption and diversions to **Southend** services, with the closure of Sutton Road affecting service 6 (see below), whilst major work at The Bell junction in Prittlewell (Prince Avenue/Hobleythick Lane) from 13 January has diverted northbound buses on 7 & 8 via Prince Avenue, Manners Way and Oaken Grange Drive. An emergency amended timetable was introduced from 26 January, with up to 8 minutes extra running time on journeys towards Hockley/Rayleigh.



Picture above In November a Mercedes Sprinter minibus was transferred to Arriva Southend in exchange for a full size Volvo B7RLE. Patently unsuitable for any work from Southend garage, 1007 has been in use as an expensive and over-specified crew shuttle, apart from the briefest of trials on route 6 and emergency use on the 29. In January a proper (temporary) use was found for it, to provide a shuttle along Sutton Road during roadworks from 13 to 31 January to whilst the main service was on diversion. The shuttle ran Monday to Friday every 30 minutes between the Travel Centre and the Royston Avenue junction, turning via Vale Avenue, Kenway (the staff entrance to Arriva's depot) and Oakhurst Road - all roads not suitable for big buses. Very surprisingly, 1007 also made an appearance on the 6 on the afternoon of Saturday 25 January in place of a big bus. Here **Richard Delahoy** caught it on 22 January, with 1007 seen turning out of Oakhurst Road. Sadly the electronic destination gear is defective so the shuttle used paper notices in the windows.

Volvo B7RLE / Wright 3826 (GN07 AVO) has been on loan from **Southend** to **Colchester** from 22 January to cover for accident-damaged 1562 (RX07 KPG, Dart/Caetano).



For three weeks in January, Arriva Southend service 6 was on diversion due to the closure of Sutton Road at Royston Avenue. Here the joint oldest bus at Southend, DAF SB120 3531, is on the diversion route, turning from Bournemouth Park Road into Southchurch Road, on 22 January. 3531 is one of around 10 Southend buses overdue for replacement, the planned cascade of mid-life buses having been frustrated by the insolvency of Wrightbus preventing the delivery of new buses elsewhere in Arriva. **Richard Delahoy.**

Southend Corporation scheduling - and an unfortunate start for some new buses.

Richard Delahoy.

Hopefully readers will not be too bored by my continued musings over the size of the Southend fleet relative to the peak vehicle requirement (pvr) and the intricacies of their operations, especially prior to the 1955 Co-Ordination Agreement. My further researches into the Derek Giles collection at The Bus Archive have uncovered some lists of the unadvertised duplicates that were scheduled, too many to detail here, but one item in my own collection now makes more sense. Found on eBay some while back, it is a running board (duty card) for one of the many scheduled extras, in this case on the 5B, from Southend Central Station to Ness Road in Shoebury via the eastern part of the seafront. In summer, with many trippers arriving in Southend by train, the seafront route would be very busy, hence the need to supplement the standard service, which in the immediate post-war period ran every half-hour until mid-day and then every 15 minutes afternoon/evening.

Still on the subject of the Derek Giles collection, whilst randomly browsing one of his notebooks, I found the following entry related to the delivery of a pair of brand-new Leyland PD2/12s from the Massey factory in Wigan:

"290 ran into the back of 295, both on delivery from Massey, on A111 (Potters Bar - Southgate road) approx. 7.15pm Thursday 9th February 1956. 295 also pushed forward and hit lorry in front. Extensive damage to front of 290, rear of 295 (especially), also slight damage to the front of 295".

Oh dear! I wonder who was driving - did Massey employ delivery staff (unlikely) or did SCT send drivers up by train to collect their new buses? The whole batch comprised 287-298 (LHJ 389-400). They didn't arrive in number order, as the first to enter service, 298, did so on 1/12/55, with 292 & 297 following on 7/12/55. All the others, bar our unfortunate pair, entered service on 1/2/56. But what of the damaged duo? Neither 290 nor 295 entered service until almost 3 months later, on 1/5/56, so repairing them must have been quite a lengthy task. Perhaps also delayed by arguments over who was to blame and hence who should pay for the repairs? Did the buses go back to Massey to be repaired? I suspect so.

Mark Lloyd *With thanks, Jon. Podgorski, Robert Appleton & Essex-buses yahoo group.*

Withdrawn

563	V307 LGC	Volvo B7TL	Plaxton President	Withdrawn 22 January at CN

Significant Allocation changes

1	BX55 FYH	SY to HD	
2	BX55 FYJ	SY to HD	
261	EY7 FZE	HD to KN	By 6 January
456	AN61 BUS	HD to CN	
457	AU61 LVK	SY to HD	
511	LB02 YWY	HD to KN	By 21 January but returned by 23 January
520	LX05 EZC	CN to KN	By 7 January



Hedingham 520 (LX05 EZC) Volvo B7TL/Wright Eclipse Gemini in Pier Avenue Clacton on 30 January, working Jaywick - Colchester X76.
Robert Appleton.

Fleet news

563's withdrawal sees the removal of the V registered B7TL/Plaxton Presidents from the fleet.

Service news

By 6 January one 16, the 82/83, 16A, 50 and 3 duties passed to Kelvedon following the commencement of the additional Clacton and Walton area services. Re EBN669 p22 Robert Appleton has advised that off peak Mon - Sat services 97/98 run every 20 min. A round trip takes 1 hour 16 min, so four buses are required. Spotted on 31 January were 262/456/458/460 showing the reliance on Scania Omnicity and Omnilinks. Dart/SLF seem to operate the 97/98 at the weekends.

Wednesday 15 January saw the start of Chambers route 375 Sudbury to Bury St Edmunds via Shrimpling, Cockfield and Lawshall. Wednesdays only it provides one return trip and has been reinstated following withdrawal in November 2019. A campaign supported by the parish councillors ran and the support generated has led to the service being supported by Suffolk County Council and reinstated. Additionally, on the same day a new service 379 Hadleigh to Bury St Edmunds also started.

Other News

Chambers are seeking passenger views on proposed changes which include reduction in frequency of the 84, 754 but increasing frequency on the 753 Sudbury to Bury section. Also proposed is a direct 752 Long Melford to Bury St Edmunds to cut down journey times. Public consultation up to 27 January, changes planned 23 March as below:

Route 753 Bury St Edmunds – Sudbury

Buses between Sudbury and Bury St. Edmunds will increase to run twice an hour, with one bus on route 752 running direct from Long Melford via the A134 rather than through Acton and Lavenham. Stanningfield will normally be served by route 752.

Route 754 Sudbury – Colchester

Buses on this route currently run roughly every 30 minutes. Unfortunately, this has not delivered the passenger loadings needed and therefore Chambers will trial a new route 784. Route 754 will continue to run every hour at the current departure times. NEW Route 784 will provide a slightly faster service from Sudbury and Great Cornard via the A134 to Colchester. This will stop in the Northern Approach Road for the Hospital.

Route 84 Sudbury – Nayland – Colchester

This route will NOW only run on School Days and during peak school run times. Route 784 will provide an alternative facility for Levenheath, Assington, Nayland and Horkesley Heath but buses will stop on the Main Road (subject to confirmation regarding bus stops from Suffolk County Council). This leaves Nayland, Assington and Leavenheath with just main road services, in some cases a fair distance from the population centre.

Route 374 Clare – Glemsford – Bury St Edmunds

This route will be slightly re-timed and will no longer serve Horringer on most journeys. On schooldays, the routings of these two buses will be altered slightly and the bus starting at Glemsford will be the only one to serve Rede, Horringer and Horringer Court Middle School (now named route 373).

Route 236 Sudbury – Glemsford – Clare

Additional journeys will be added where to Clare on route 374. This enables us to now offer connections through to Cambridge (Addenbrookes) via Stagecoach X16.



Olivia likes Hedingham buses!
Two different rear adverts on Hedingham's two Optare Solos:

Here we see Hedingham Optare Solo 910 (SF04 SKD) in Pier Avenue Clacton on 30 January, working service 5 to Flatford Drive.

911 advertises the £5.80 Day Ticket but doesn't have the sexy picture!

Robert Appleton.

EBN670p23



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Mark Lloyd with thanks to Ross Newman.

Ensignbus

Dealing Stock Movements –

January 2020

Vehicles in

Arriva London	LJ05 GSU	Volvo B7TL
Arriva Southern Counties	YJ58 FJU / FJV	DAFs
	YJ07 VPW / VPX	Solos
	5141 MW	Volvo B12B
Dawson Rentals	KX57 FME / FMC	E200s
	KX59 CYW	
	KX08 HME / UXU	
First Essex	KP54 AZU/LK54ANC/LK54ANR	BMC's
	YS03 ZKJ / ZKH / ZKK	Scania's
First South Yorkshire	YN53 EOL	Volvo B7TL
Go-Ahead London	SN51 UAV / LX06 EYU	Darts
Metroline	LK08 NVN / NVP / NVO / FND	Enviro 400s
	LK58 CNF / CNN / CNU	
	SN09 CDV/X/Y/CEF/J/K/X	
	YX10 BDZ/BFL/M/O/BDV/Y	E200s
	LK04 CUH / CVE / CVL	Volvo B7TLs
	LK05 GFZ / GGU	Tridents
National Express	FJ12 FYN	Volvo B9R
Sargeants Coaches	BF62 UYM	Volvo B7RLE
Stagecoach Bluebird	SV09 BHL	Volvo B7R
Stagecoach Highlands	SV08 DHF / DHN	Volvo B7Rs
Stagecoach Merseyside	SP07 HHU	Volvo B7R
Stagecoach South East	MV52 UJF / MX03 KZP	Tridents

Vehicles Out

AOT Coaches, Nottingham	GX06 DXD	Dart
	LJ55 BTE	Volvo B7TL
Avondale, Glasgow	YX08 MFA	E200
Bear Buses, Feltham, Middx	LK04 CVL	Volvo B7TL
Belle-Vue, Manchester	LX09 AEA	Scania
Candy Coaches, Morden	5141 MW	Volvo B12B
	LX06 EYU	Dart
Coach Services, Thetford	YT09YHK / YHN	Scania's
Cymru Coaches	SP07 HHU	Volvo B7R
	FJ12 FYN	Volvo B9R
	YJ58 VBK	Versa
First Bus Stop, Gravesend	LJ53 BDX	Volvo B7TL
Flagfinders Coaches, Braintree, Essex		
	YN08 MLY	Scania
Go Goodwins, Manchester	YT09 YHU	Scania
Jans Coaches, Soham, Cambs		
	PA04 CYE	Volvo B7TL
Johnsons Coaches, Hodthorpe		
	YN55 NHZ	Scania
Marshalls Coaches, Leighton Buzzard		
	YN08 MSX / MSV	Scania's
Nu-Venture, Maidstone	YX10 BCV / BDZ	E200's
Pikes Coaches, Andover, Hants		
	YJ04 FZA	Volvo B7TL
Ridleys Coaches, Warwick	YT09 YHL / YHO	Scania
Sargeants Coaches, Kington, Herefordshire		
	YY67 USG	E200
Scarborough Scenic Suncruisers		
	LK04 CUH	Volvo B7TL
Southern Transit, Brighton		
	KP54 AZU/LK54 ANC/LK54 ANR	BMC's
Sussex Coaches, Brighton	YT09 YHW	Scania



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Vehicles Out, continued.

Travel Express, Wolverhampton		
	KX57 FME	Enviro200
Warrington Transport	YY67 USH YX10BFM / BFL / BFO	E200's
York Pullman	YN04 ANP / AMV	Scania's
	LX05 FBK/FAM/FAA/X588 EGK	Volvo B7TL's

Other Movements

E200 YX10BCY

National Driving Centre, Croydon.

Trident LX06AFZ

Punchdrunk Ltd, London N17.

Volvo B7TL BX54DHK

CP Thalassiines, Paphos, Cyprus.

DAF DB250 LJ05BKX

Gloucester Minibus.

All to Shelton Motors.

E200 LJ56 VSX

Volvo B7TL LK04 CUU / X578 EGK / BX55 XMO / LK04 UWP / LK04 EKY

E400 LX58 DDN

Solo Y237 LRR

Darts KX56 JZE / KX03 HZE

DAFs LJ54 BGK / LJ05 BJV

Trident LN51 KX

ENSIGN FLEET – January 2020

E200s 705 / 706 / 707 / 708 / 711 / 712 sold to Warrington Transport.
YX10 ECA/SN11 FFJ/K/L/P/R

Mark Lloyd with thanks to Ross Newman.

Ensign's "Old Bill"

Richard Delahoy.

The caption to my picture inside the front cover of the January edition may have been a bit confusing to many. The original text commented that this bus is not quite what it seems. 946 WAE is a Bedford VAM chassis fitted with a replica London B type body, masquerading as "B1439". On the Ensign running day it operated a duplicate Lakeside to Bluewater (and return) trip, great fun for those up top on the Dartford Crossing! My photo showed it leaving Lakeside, ably piloted by Leon Daniels, formerly TfL's Managing Director, Surface Transport. The Editor's comment about him being "someone who used to attend Westway [Chelmsford] depot regularly" refers to Leon's previous role as Commercial Director UKBus for FirstGroup.

The "Seven Kings" destination on the bus was most apt as the passengers included EBEG's founder and current Secretary, Alan Osborne, who hails from that London suburb. Later on the running day a second open topper made a trip through the Dartford Crossing, with tri-axle MCW Metroliner A112 KFX in London Pride livery.

Incidentally, the genuine B type preserved by the Imperial War Museum, B43, is referred to as "Ole Bill" not "Old Bill", named after Bruce Bairnsfather's famous wartime cartoon character "Ole Bill".



Unique early 1900's London B Type replica.
This unique vehicle is a 946WAE - a 1964 built coach with a replica body of London's famous B type from the early 1910s and 20s

[Picture and description extracted from the excellent Ensign website.}

Trustybus (Galleon Travel 2009, Roydon, Essex, bus operations)

by Adam Kelleher.

With thanks to John Card, Tony Higgs, Ross Newman, John Podgorski, Bus Lists on the Web and Flickr.

Acquired Vehicles

YJ11 EHG Optare Tempo X1200, B34D, new to London United (OT1), 04/11
YJ11 EHH Optare Tempo X1200, B34D, new to London United (OT2), 04/11
YJ11 EHO Optare Tempo X1200, B34D, new to London United (OT7), 04/11
YJ11 EHS Optare Tempo X1200, B34D, new to London United (OT10), 05/11
YJ11 EHW Optare Tempo X1200, B34D, new to London United (OT14), 05/11
From RATP London United. They retain dual doors and have had LED blinds fitted. EHG/H/S remain in all red, EHO/W are in Central Connect red & blue livery.
First reported sightings in service: EHG 5 December 2019, EHH 18 December, EHO 5 January 2020, EHS 22 November 2019, EHW 9 January.

Corrections to EBNs661, 662, 663 & 666: references to Transdev re the acquired and on loan Scania N230UD / Scania double deckers should be RATP London United, London United was previously part of Transdev but is now owned by RATP.

Disposal

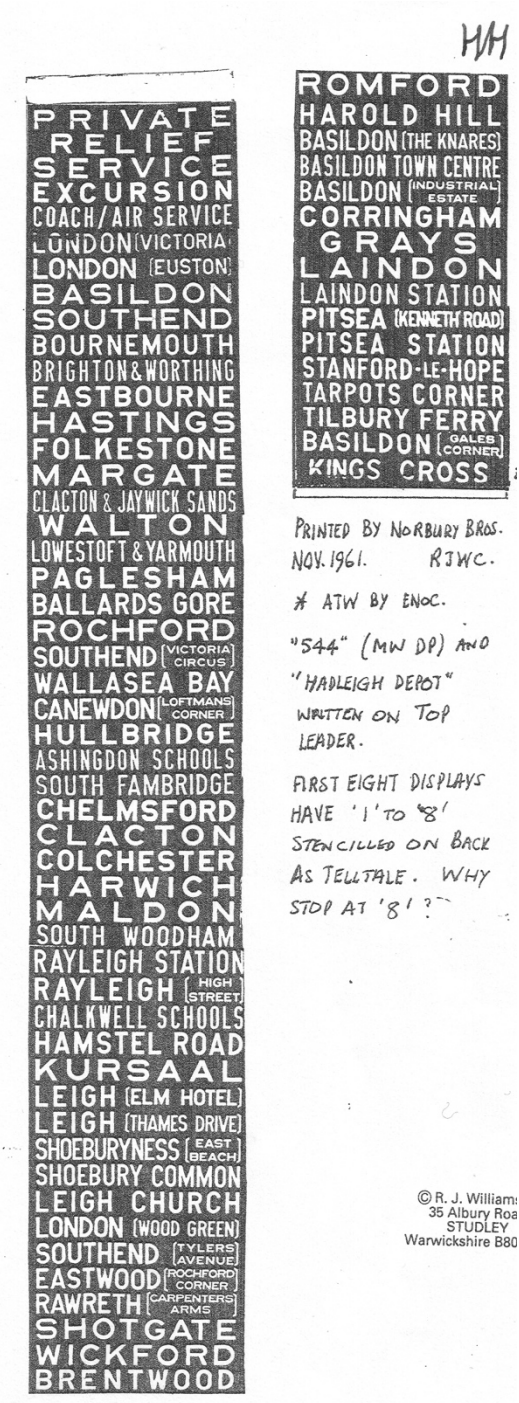
Scania N94UB / ScaniaYN53 RXO to Bromley Bus Preservation Group December 2019.

Rail Replacement Service

Scania saloon YN56 NNE & Scania double decker YP59 OEV on Greater Anglia Broxbourne-Bishop's Stortford on 18 January 2020.



A year ago on 28 January 2019, YN04 GMV in NBC West Yorkshire livery. on route 420A in Epping. A pity no destinations are shown. YN04 GMV is a Scania CN94UB Omnicity B34F new as Nottingham City Transport 776. It was delivered in Skylink livery for the service to East Midlands Airport. **Andrew Coleborne.**



The Blind Spot

Another blind from the collection of Bob Williamson.

Eastern National Hadleigh depot.
November 1961.

Braintree Bus Park to Close!

Nigel Turner.



The contractors (Kier) who are redeveloping Braintree Bus Park have issued the attached. As you will see, they intend to start work on Monday 23 March so one assumes that Sunday 22 March will be the last day of use by buses. As I'm sure you know, the Bus Park opened for business at 0630 on Monday 5 September 1932 when a tape across the entrance was cut by Mrs. Emma Mabbs vice-Chairman of the Council. The entire Council then boarded the London service of the Horn Motor Coach Company and rode in it as far as the High Street where they alighted and walked back to the Corner Restaurant (opposite the Town Hall) for a breakfast of bacon, eggs and coffee.

As the publication date for the March issue of the magazine is very close to the closure date, I wonder if interested members chould keep an eye on the EBEG Facebook page for any last minute announcements that might involve photographic opportunities at the Bus Park on Saturday 21 March 21.

An additional note from Richard Delahoy.

The Bus Park in Braintree has been under threat of closure for some while now as part of a town centre redevelopment, and sadly that scheme is now going ahead and the closure date is fixed: buses will use the current site for the last time on Sunday 22 March. From the following day, buses will be forced to use five temporary on-street bus stops to replace the bus park stands: two in Manor St opposite the museum, two in Fairfield Rd outside the library, and one in Victoria St opposite the Wetherspoons Picture Palace. It is unclear what, if any, provision is being made for buses on layover or for company vehicles being used for crew changeovers.

The controversial Manor Street development includes an 8-bay sawtooth bus station off Victoria Road, but it will be some years before that is ready and the result is likely to be somewhat chaotic in the meanwhile, further weakening the cause of good quality public transport.

The bus park was officially opened on 5 September 1932 and has served the people of Braintree well - and has been a great place for enthusiasts and photographers, especially as the stands are all south-facing! We will publish a more detailed history in a subsequent issue, but in the meanwhile, you may want to pay a final visit there. Thanks to David Smith and Nigel Turner for alerting us to this unwelcome news.

Richard Delahoy's picture from 3 June 2012 shows some of the current stands, with Network Colchester Dennis Dart 529 loading on the Sunday Essex CC contract 352, Chelmsford to Halstead which they ran at that time.



Update on Detling.

Richard Lewis.

The three guest speakers who will give talks at this year's South East Bus Festival have just been announced. The popular annual event is being held on **Saturday 4 April** at Kent Showground, the tenth delivered by its organisers since 2011.

To complement the main theme of the festival, the 50th anniversary of the formation of the former London Country Bus Services in 1970, well-known busman **Andrew Braddock** will give a talk about the early years of London Country, based on his first- hand knowledge of the company as part of its management team, and the challenges that it faced when separated from London Transport with a large fleet of elderly buses.

An exciting project that is developing with some momentum to ensure a safe future for many records of the bus and coach industry, including historic documents dating back to the early years of the 20th century, is The Bus Archive. The bus festival organisers are pleased to welcome **Neil Barker** to talk about its aims and successes so far in building up a huge archive of documents, photos, books and other items that will provide an invaluable source of material for present and future historians of the industry.

Making a return to the bus festival, having given talks at most of the previous events, will be **Roger Davies**, former Operations Director of the erstwhile Maidstone & District bus company. Roger had a long career with a number of bus companies which also included Ribble and Trent, and is now well-known for his articles in magazines such as 'Classic Bus' and for writing a number of books including 'Ribble: Celebrating the Centenary of an Iconic Bus Company' which was launched in 2019.

Each talk will last around 30 to 40 minutes and will take place in the showground's Clive Emson Conference Centre.

Admission covering the Heritage Transport Show and South East Bus Festival costs £12 (£9 in advance from the Kent Showground website).

Letters

Fred Lawrance **Bedford VAL comment by DB from BD**

I feel I need to take issue with comment made by the above in respect of the Bedford VAL chassis as in EBN669p30. Although I am unsure what VA actually stood for, the VA range of PSV chassis comprised of 3 models introduced at differing times in the 1960's.
There was the VAS (Short) introduced in 1962 – VAL (Long) introduced in 1963 and the VAM (Medium) introduced in 1966. The number following the chassis type denoted the type of engine fitted. Details of these are as follows:

VAS 1 – Bedford 300 cu in Diesel, VAS2 2 – Bedford 214 cu in Petrol, – VAS 5 Bedford 330 cu in Diesel from 1967 replacing VAS 1
VAL 14 – Leyland 0.400 Diesel, VAL 70 – Bedford 466 cu in Diesel from 1968 replacing VAL 14
VAM 3 – Bedford 300 cu in Petrol, VAM 5 – Bedford 330 cu in Diesel, VAM 14 – Leyland 0.400 Diesel, VAM 70 – Bedford 466 cu in Diesel that replaced all previous models from 1968.

Ted Miles, The Emerald Isle **Route 248**

Hullo Maurice, so sorry you have been in for repair, hope all will be ready for the road soon. Route 248 was a very busy route especially on Saturdays. I conducted on it in the 60s. I remember an OT job we had that was the 12.23 from Basildon, return from Grays at 13.15. arrive Basildon 14.06. 17 minutes stand and then the 14.23 to Grays, 15.15 from Grays to Basildon arriving Basildon at 16.06. Interesting timing point shown on the timetable Vange, the Barge, impossible to do as after leaving the Bull at Vange, there was a irght hand turn to get on to London Road and head for Corringham, likewise on return from Grays. It was not possible to serve the Barge as we turned left before getting to it to head for the Bull. On routes 2 and 2B and the 248, only 2 minutes stand time allowed at Grays, which was very tight this was a police condition attached to these services. The 248 operated via Orsett and a busy diversion to say the least. On leaving Basildon it would be a standing load between Corringham and Stanford-le-Hope with lots of short-riders, and one would get to Grays with a full load and leave Grays full up, usually between 5 and 10 minutes down. Besides all this chasing one hoped that you didn't get held up at the level crossing at Stanford-le-Hope. Lodekka 1467, 971 DHK was the regular bus scheduled when I did this bit of OT. not the fastest machine at BN. Hope this of interest magazine very interesting well done. I grew up at Halstead Road, Lower Kirby, and will up-date you on some info on the bridge at Kirby Cross with XVX 21 when delivered new.

Richard Delahoy, Thorpe Bay **Correction to EBN668p26 (December)**

Richard has pointed out that the photo of ONO 88 in service with Eastern National which accompanied Robin Jenkinson's article is in fact from the EBEG collection, not one taken by Robin himself, although he did take the one of the same OB in Skegness that showed it converted to open sides.

Peter Carr of Bishops Stortford **Copyright Information.**

Thanks for an interesting EBN669. Re. the info' on p6; my copy of the photo of 433 FEV on that page carries 'Copyright D. Withers - Photograph supplied by Bristol Vintage Bus Group, 74 Ridgeway Lane, Whitchurch, Bristol 4' on the reverse, so I suppose 'The Essex Bus Enthusiasts Group' in the 4th. line of the paragraph above the photo should read 'The Bristol Vintage Bus Group'. The photo shows the bus outside the Stoke-by-Nayland outstation, closed in 1969. There was no outstation building, the outstation being simply 'The Angel' pub yard. In addition, it's not correct to describe (in the next paragraph on p6) a 5G-engined LD as a rarity; out of ENOC's 138 Bristol LDs 91 were 5G (Gardner 5-cylinder)-engined when new and only 47 were 6B (Bristol 6-cylinder)-engined when new. And some of the 6B engines were later replaced by 5G engines, thus further increasing the majority total of LD5Gs.
I recall that on one morning late in 1970 or early in 1991 my driver and I had the first 303 (to Stansted Airport) of the day as our first trip. BS' LD5G 2492 had been taken to Chelmsford the afternoon before, and 2493 (sporting BD [Brentwood] depot allocation-plates) had been given to us as temporary replacement. I couldn't help noticing that it accelerated much faster than our LDs (which were all LD5Gs). At the Airport my driver remarked how the bus had 'more go in it' (his words) than any of Stortford's LDs. The reason for this became apparent when we arrived back at BS Station Road terminus to find an inspector waiting for us who told us to take the bus back to the garage as it was a 6-cylinder one that shouldn't have been given to us and which had to be taken back to Chelmsford straightaway. I don't recall which bus we were given for our next trip.

Richard Delahoy. **A 'decker on the 28**

I was very interested to see John Lidstone's excellent picture of First Volvo B7TL 30894 in service on route 28. The picture was taken in Leigh but I wonder if the bus had worked through from Basildon, or was subbed for a saloon at Hadleigh depot as it headed towards Southend? The reason for speculating is that route 28 (and the interworked 22) passes under a low bridge with 13' 9" headroom at Vange, which the Volvo presumably wouldn't have cleared. This is of course why the 22 and 28 are always single deck worked, despite carrying heavy loads at times. I heard of a similar case some while ago, when the decker was diverted via the 8/8A route along Sandon Road and Luncies Road, missing out the southern part of Clay Hill Road, to avoid the offending bridge. I wonder if that happened on this occasion?

Other Operators.

Roger A. Smith. **With thanks to the PSV Circle.**

Anita, Stansted Airport
AC69 ERN, a Higer Super 9XL arrived here brand new in November.
RY06 ERN, a Bova FHD C43F and RY08 ERN, a Volvo B13B, C43FT have gone from here.

Ashby (Silverline), Abridge
MB Tourismo SIL 474 reverted to its original registration of BF61 HBL and is now no longer here.

Flagfinders, Braintree
The following vehicles have been re-registered:
YT09 FLF, a Lahden bodied Scania K340EB4 to Y4 FLG
SO15 UBS, a VDL FHD2 to Y2 FLG and
YN15 YTP, a. Irizar i6 to Y3 FLG

Flavin Consulting, Stanford-le-Hope
K12 KFC, a Dennis Javelin with Berkhoff C53F body has gone to Davies, Abercynon, Rhondda, South Wales.

Klarners, Colchester
Irizar bodied Scania K410EB6 has been re-registered as GB15 KCL from YT15 AUO (this corrects any information that may have been given previously).



Picture
Fords Coaches, Althorne EU17 VDL at Russell Square, London 16 January 2020, 2017 Volvo FHD2 Integral/ Volvo C57F (note reg letters!).
Robert Downton.



Havering Council's 40 seat Mercedes Benz MB152L climbing East Hill, Colchester on 21 January 2020. **Ken Coldwell.**



Stephensons of Essex 422 (EU60 CAV) Alexander Dennis Enviro 200, 8.9m long, leaving the Columbine Centre at Walton-on-the-Naze on 13 January 2020, working 10.15 service 107 to Colchester. **Robert Appleton.**

Target Dates for EBN671 (March 2020).

Before	...	Saturday 29 February 2020	Reports to Sub-Editors.
Before	---	Friday 6 March 2020	Sub-Editor drafts to Editor.
On or before		Monday 16 March 2020	Dispatch by Printers.



Upper picture Contrasting with the slightly grubby 'decker on the front cover, here is an immaculate line up at Lodges High Easter depot open day on 8 September 2019. They always start their day in this condition; it is surprising how much road dirt spreads itself over the bodywork in poor weather conditions! **Chris Stewart.**



<<<
Now two weeks later than Owen's picture on EBN670p3, with repair works still ongoing, Ensign's Volvo B7/Wright number 101 (formerly LG52 DDA with Arriva London North) is at Walthamstow Central, the nearest access point for Queens Road Station.

EBN670irc







Essex Bus News 670; February 2020.

www.essexbus.org.uk

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Top picture
NIBS Buses Wickford 702 (PG04 WHU) at Rail Station, Brentwood 16 January 2020; 2004 Volvo B7TL/East Lancs H76F ex-London United VLE15, Operating on Route 269 Brentwood.
Robert Downton.

Centre picture
NIBS Buses AD Enviro200 470 SN66 WLO in Brentwood High Street. Note the advert for Crich Tramway behind the door. 15 January 2020
Alan Moore.

Lower picture
More Ensignbus in London: Three hours before and two hours after Spurs home games a Shuttle Service is operated by Ensignbus from/to Alexandra Palace and Wood Green Stations to White Hart Lane. BCI number 150 (LX17 GKL), in green/grey livery has unloaded outside Haringey College on 2 February.
Owen Woodliffe.

EBN670 outer rear cover